

Today's
Advertisements.JUBILEE LODGE
OF INSTRUCTION.

A REGULAR MEETING of the above Lodge will be held at the FREEMASONS HALL, Zeland Street, on WEDNESDAY, the 18th instant, at 8 for 8.30 P.M. precisely. Visiting Brethren M.M. are cordially invited. Hongkong, 16th October, 1899. [1306a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. The Company's Steamship

"THALES," Captain Hall, will be despatched for the above Ports, on WEDNESDAY, the 18th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAURIE & Co., General Managers.

Hongkong, 16th October, 1899. [1303a]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR," Captain E. Fey, will be despatched for the above Ports, on THURSDAY, the 19th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Sons & Co., Agents.

Hongkong, 16th October, 1899. [1304a]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI. (Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN," Captain H. Kierlner, will leave for the above Ports, on or about WEDNESDAY, the 18th instant.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 16th October, 1899. [1293a]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"BAYERN," Captain E. Prohn, due here with the outward German Mail about the 17th instant, will leave for the above place about 24 hours after arrival.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 16th October, 1899. [1293a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Steamship

"NANVANG," Captain Lehmann, will be despatched for the above Port, on FRIDAY, the 19th instant.

This Steamer has Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 16th October, 1899. [1309a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU," Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th October, 1899. [1213a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHANGSHIA," Captain Moore, will be despatched as above on SUNDAY, the 22nd instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The first-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th October, 1899. [1277a]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA," Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 28th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be shipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 16th October, 1899. [1305a]

Today's
Advertisements.

P. & O. S. N. COMPANY.

NOTICE.

DURING my Temporary Absence from the Colony Mr. L. S. LEWIS will be in charge of the Company's business at this Port.

H. A. RITCHIE, Superintendent.

Hongkong, 16th October, 1899. [1303a]

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI" and "WUCHOW," will be despatched alternately from Messrs. DOUGLAS LAURIE & Co.'s Wharf at 5 P.M. on MONDAYS, WEDNESDAYS, and FRIDAYS for WUCHOW, calling at KOWLOON, KASICHUK, SAMSHUI, SHIHUNG and TAKHUNG.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth and Meals. HONGKONG TO SAMSHUI.

Single Fare.....\$10.00

Return Fare.....17.50

HONGKONG TO WUCHOW.

Single Fare.....\$30.00

Return Fare.....55.00

The Attention of Passengers is drawn to the magnificent Scenery on the West River.

Arrangements can be made for the Steamers to stop at SHIHUNG to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES."

For further Information, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th October, 1899. [1307a]

A. S. WATSON & Co., LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule.....\$10.80

C.—MANZANILLA, PALE NATURAL SHERRY, White Capsule.....12.00

D.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

E.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

F.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

G.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

H.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

I.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

J.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

K.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

L.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

M.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

N.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

O.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

P.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

Q.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

R.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

S.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

T.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

U.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

V.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

W.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

X.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

Y.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

Z.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AA.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AB.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AC.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AD.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AE.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AF.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AG.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AH.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AI.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AJ.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AK.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AL.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AM.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AN.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AO.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AP.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AQ.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AR.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AS.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AT.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AU.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AV.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

AW.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Green Seal Capsule.....20.40

Speeches by the opposition leaders agree in the conclusion that the Boer ultimatum closes all party polemics.

Mr. Conynham Greene and staff have left Pretoria.

Marital Law has been proclaimed in the Transvaal. A considerable force of Boers has entered Natal via Laings Nek.

WEATHER REPORT.

The Observatory report says:—

On the 15th at 11.55 a.m. the barometer has fallen considerably in Japan, and is inclined to rise on the China coast. The depression seems to be moving Eastwards near W. Japan. The monsoon will probably freshen again on the China coast. FORECAST:—Light to moderate N. winds; fine.

On the 16th at 11.55 a.m. the barometer has risen on the China coast, particularly in the North. The depression is probably situated in E. Japan, and a high pressure area lies over Central China. Strong monsoon in the North, and freshening monsoon on the S. coast of China and in the S. part of the China Sea. FORECAST:—Fresh N.E. winds; fair.

LOCAL AND GENERAL.

It is notified that Cape Colony is now included in the list of countries to which penny postage has been extended.

THE returns of the number of visitors to the City Hall Museum for the week ended 15th October, are:—Europeans 174, Chinese 1,367, total 1,541.

H.M.S. *Undaunted* encountered very bad weather on her trip to Manila. A seaman was very seriously injured about the head by the curving away of a block, but medical aid being immediately at hand it is hoped that the accident may not prove fatal.

CAPTAIN A. Krelli of the *Servant*, 3,325 tons, of the Hamburg-America Line reported on his arrival at Singapore from Moji that, on Sept. 21st, whilst in 27° 2 North and 121° 29 East, he picked up 15 Japanese from a Japanese junk. The men were landed at Singapore.

THE lot of Crown land, Lot 1568, above Pokfulam conduit, put up for auction at the offices of the Public Works Department this afternoon, was knocked down by Mr. King to the Hon. C. P. Chater for \$9,470; the upset price was \$6,450. Mr. Chater has, we believe, purchased these 59,100 square feet of land for building purposes.

THE stamp revenue last month amounted to \$31,366, being an increase of \$4,807 on the amount collected in the corresponding month of last year. There were increases under twenty-four headings amounting to \$8,307, and decreases under thirteen headings amounting to \$3,506, of which \$2,634 occurred under the head of probate.

UNDER the influence of the warlike telegrams from home, and tighter money amongst share operators, says Mr. E. George in his share list of Saturday, our market has ruled very weak; and, with almost the sole exception of Indo-China, which have been improving considerably, most stocks have ruled dull and inactive, with lower prices in consequence.

THE *Shanghai Mercury* says that the Chinese have discovered a bed of excellent clay for brickmaking on the banks of the River Han. Brickmaking machinery has been erected, and a light tramway for conveying the clay to the machines. Kilns in foreign style for blue or grey bricks are in full operation. The daily output of bricks for the railway is very large. The kilns are on the river bank, and water carriage is convenient.

THE *A. C. Daily News* says:—The *Huap* reports that a prominent Censor has denounced Liu, the chief envoy of the Empress Dowager to the Mikado, as a traitor to the Manchu dynasty, on the ground that, while in Japan, Liu was in most intimate relations with the so-called Arch-rebel Sun Yat-sen, if the Empress Dowager be influenced by these denunciations, says the same paper, the outlook for Liu will be serious and banishment would be the lightest penalty.

AT THE MAGISTRACY.

This morning, before Mr. Gompertz, there were several cases of drunkenness tried, one offender, T. O. Brion, of the U. S. S. *Oregon*, coming in for heavy sentences on four charges. In all he was fined \$75 or 2 months and 21 days' imprisonment.

Robert Kennedy, of the steamship *Phila Chula Chen Kio*, was fined \$25 for 14 days' imprisonment for being drunk and disorderly. J. Herman Michael, of the U. S. S. *Oregon*, was fined \$15 or 1 month, and Arnold Fensland, of the *Sailors' Home*, \$10 for the same offence.

THE *Universal Gazette* states that at a recent audience granted by the Empress Dowager to a certain well-known Censor, one of the subjects of enquiry was in regard to the energy and zeal of high provincial authorities. Said the Empress Dowager, "Among all our Viceroy and Governors, we find that only Viceroy Chang Chih-tung and Yu Yin-lin, Governor of Hupeh, have shown true energy and devotion to duty, whereas the others are in strong contrast to them. Now you Censors who are the ears and eyes of the Throne and are privileged to report to us concerning everything, have strongly refrained from touching upon this subject and informing us as to the conduct of the various Viceroys and Governors. We, however, expect our Censors to be more watchful in the future and report to the Throne every reliable matter you may hear of concerning these high provincial authorities." This apparently means that the Empress Dowager has opened a door for the Censors to blackmail the provincial officials, and hints that she is desirous of finding fault with Viceroy Chang and his lieutenant Governor Yu for purposes for her own.

THE BOER COUNTRY.

(Contributed by a Hongkong resident.)

The war in the Transvaal—developed from purely racial hatred—has really reached its present denouement from a chain of circumstances in which incompatibility of temper can be assigned as *prima causa*, and that incompatibility may be traced without any great stretch of imagination to the hereditary transmission of qualities consistent with the character and social status of their primogenitors.

In view of the present situation and lack of general information as to the origin of the present-day Boers, it may not be uninteresting to review the factors and events which are answerable for the existence of the Cape Colony and the neighbouring republics.

The Cape of Good Hope was discovered in 1482 by a Portuguese named Diago, and Natal was reached in 1497 by Vasco da Gama. From the date of its discovery till the seventeenth century the Portuguese exercised a sort of loose control over the southernmost territory but never officially annexed it.

The British flag was first hoisted at the Cape in 1602 by a captain of an English East India man, but the Government repudiated his action, and the Dutch, recognizing the strategic value of such a possession on the direct Indian route, decided thirty years later to formally annex it. This was done by Van Riebeeck, who, with a troop of the Dutch East India Company's soldiers, established a military station where Cape Town now stands. The original intention of the Dutch Government was to make the Cape a kind of half-way house for her Indian possessions, where the East Indians might be revictualled and stores replenished. So far, however, as the revictualling was concerned the plan proved a failure, owing to the natives refusing to trade. To meet this contingency Van Riebeeck permitted some of the soldiers to leave the service and settle on farms, which were allotted to them for the purpose of raising stock and cereals. These farms were given conditionally for three years, after which they passed finally into the hands of the settler. These discharged soldiers formed the nucleus from which sprung the present day Transvaal Republic. But the Dutch East India company's soldiery were by no means composed of Dutchmen. The peculiar severity of the discipline at the Cape under the early regime rendered the service anything but attractive. No good Dutch soldiers would think of volunteering, and to fill the ranks the Dutch offered a bounty of two months' pay for every man whom their agents handed over to them. These agents thus encouraged went in for a wholesale system of kidnapping, and the result was that they got together a motley collection of human beings consisting of every nationality and tongue and of every shade and degree of criminal from the pickpocket to the murderer.

These were the people who were turned loose upon the fertile plains of Africa, to herd their cattle and till the soil; but the plan does not seem to have been an unparalleled success, for fourteen years after the commencement of the settling system we find the Governor of the colony writing to his superiors, applying describing his colonists as a "set of idle, worthless rogues."

It could hardly have been otherwise under the circumstances. To expect a motley collection of criminals, ne'er-do-wells, and disgraced and deported soldiers, of every nationality, to suddenly emerge from the husks of their villainies and appear before their fellowmen in the guise of inoffensive pastoralists, models of virtue and propriety, would naturally be expecting more than was within the range of possibility, and their general turbulence gave the authorities no little concern.

The Government at the Cape encouraged in every way possible the intercourse of the whites with the natives, and thinking to steady them down by marriage offered every inducement to intermarriage of the discharged soldiery and servants of the Company with the Hottentot women, in some instances actually presenting the bridegrooms with handsome presents on the consummation of the nuptials. The result of this intermarriage was that in a few years a hardy race of half-breeds sprung up, in some cases, as for instance the Bastards and Griquas, developing into separate nations. But the effect of the state of things then existent upon the present race of Boers is that a very large portion of that community have descended from African natives on one side or the other.

The language of the Transvaal is anything but pure Dutch, notwithstanding the determined effort made by the Company to prevent the use of any other tongue. Their regulations prohibited, even at a man's own fireside, the use of any alien language. The result of this was, however, that the original Dutch degenerated in purity, became mixed and blended with native words and idioms, and the Boer tongue is at present a conglomerated jargon in which French, Portuguese and native lingoes are sprinkled with Dutch, the latter, however, being the principle element.

In 1665 the Government made a determined effort to reform the idle and worthless vagabonds by sending home for a number of Dutch girls, who were married to these farmers, and it was hoped that their influence would have the effect of steadying down the turbulent spirits. The plan had some effect in doing so, but does not seem to have really effected the purpose, for in 1685 we find an act passed for the expulsion of those who neglected their homes and farms and continued their habits of idle vagabondry.

In 1686 and 1687 a very important influx of population took place, first by the importation of a large draft of agriculturalists with about fifty families, and secondly by the arrival of a number of Huguenots who fled from France on the revocation of the Edict of Nantes. These latter are responsible for the old-fashioned religious fervour of the Boer and his hatred of anything papal, although there is nothing of the vicious French nature left visible in their character, so entirely have the influences of climate and surroundings obliterated earlier proclivities and produced a race unique in their generation, peculiar in their habits, and egotistically ignorant. Mr. Theal writing of them says that the "Boers through ignorance of every other book excepting the Bible now hold views repugnant in many respects to those of a progressive people," but he says also that "it is their religious fervour which enabled them to push their way singly into the interior without schools or churches or shops, with only savings around them, but without becoming savages themselves."

Joubert, by the way, is a descendant of one of the French Huguenots, whilst Kruger is descended from one of the released soldiers.

In 1814 the population of the Cape had increased to 27,000. When the British accepted the control of this possession, a steady emigration commenced, and with the advent of the British came the troubles, which, culminating in the great Boer Trek, will be, we hope, ended by the great Boer War of 1899.

The primary cause of all our trouble has not been as misrepresented, owing to British tyranny, but, in reality, owing to British humanity, which, clashed with the brutality of the Boer nature.

Under the Dutch rule slavery was extant in all its inhuman savagery. The Boer method of farming was to take whip in hand and goad his unfortunate Hottentot dependants to the work

he was too lazy or had little inclination to perform himself.

The Government had passed laws that any of the Hottentots who were discovered to be without a master might be impressed into the service of any farmer who chose to force him into his employment, or be set to work on Government works. But this state of affairs was not to be tolerated by Englishmen, and in 1828 the 50th ordinance was passed which placed the Hottentot or any other free native on an equality with the European and finally, in 1833, slavery was abolished where the British flag waved. The Boers, whilst they accepted our advent as a relief from domestic oppression, were not animated by any very intense feeling of love for the British, and the British at that period had not on their side any overweening admiration for the virgin-covered slave who, with his bible in one hand and a shaver-driver's whip in the other, presented to the average British, who was inclined to consider actions and not words as an index to character, a hypocritical anomaly entirely beyond his comprehension.

When therefore this anticipation bill became law the Boers, rather than submit, gathered together their goods and chattels and moved off northward. Then commenced what is known as the Great Trek, which ended in the foundation of the Orange Free State and the Transvaal.

The bloodthirsty, cowardly, brutality of the Boer is apparent from the following incident. A party of Boers who had gone upon a trading expedition to a Kafir encampment brought down upon their heads for some indiscretion the whole expedition was exterminated. A punitive force at once assembled and attacked the Kafirs (about 200 strong) who took refuge in a huge cavern. This cavern the Boers blockaded and, refusing quarter, exterminated the whole body by starving those who remained in the interior and shooting down those who endeavoured to escape.

There is, I think, at the present time rather a tendency to overestimate their fighting qualities. Do not think, for my own part, that the Boer has so far distinguished himself as a soldier.

We have seen him in action under circumstances in which his own skin is comparatively safe in a warfare, and we have seen him under other circumstances. Upon one occasion an attempt was made by the Transvaal Boers to annex the Orange Free State. Pretorius at the head of a large party of Boers entered the state, but upon being met by a similar force turned round and went home again. Then in 1876 we see, out of a force of 1400 men sent against a rebellious native chieftain, 1000 men turning tail and making for home, leaving their comrades at

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*KINSHU MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA KOBE & YOKOHAMA.	THURSDAY, 10th October, at 4 P.M.
TAMBA MARU.....	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 21st October, at Noon.
KASUGA MARU.....	NAGASAKI, KOBE and YOKOHAMA.	SATURDAY, 21st October, at 4 P.M.
HAKUAI MARU.....	VLADIVOSTOK, VIA SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHENULPO & NAGASAKI.	THURSDAY, 26th October, at Noon.
YAWATA MARU.....	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 27th October, at 4 P.M.
KAWACHI MARU.....	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 3rd November, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 12th October, 1899.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:—

THE VICTORIA DISPENSARY, HONGKONG.

[247h]

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,

&c., &c., &c.

Cost Port Orders Executed.

ACHEE & CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

[1239a]

EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

Scott's Emulsion

is the most natural and most effectual remedy in the world for all phases of Throat and Lung Disease. It stops coughing, relieves local inflammation, overcomes the excessive wasting of the system, and gives flesh and strength. Its many uses in building up the system are due to its remarkable nourishing properties. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

SOLE AGENTS for
FERGUSON'S SPECIAL CREAM
and
P. & Q. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1899. [139]

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KORE.
Hongkong, 15th March, 1898. [42]

MITSUI BUSSAN KAISHA.
No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHWANG and all Ports in JAPAN.

Agents:—
Miiki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Onoura Coal Mines.
No. 1, Otsu Coal Mines.
Ehimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Miyaura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Hasegawa Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Miike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.
MITSUI BUSSAN KAISHA,
K. HASEGAWA,
Manager.
Hongkong, 19th August, 1899. [45]

THE POPULAR DINING-ROOMS,
18, PRAYA CENTRAL,
(Near Hongkong Hotel).

NOW OPEN. Good Home Cooking and
Meals at all hours.
Hongkong, 9th October, 1899. [1211a]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.
50 Cents per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the
EMPIRE OF CHINA:—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road
Central, Hongkong. [58]

FRESH AUSTRALIAN BUTTER.

JUST LANDED a Fresh Consignment of
ROSEBUD BRAND, FRESH ROLLED
BUTTER, and to be had always at very
Moderate Price.

H. RUTTONJEE,
13 & 15, D'Almeida Street,
Hongkong, and
21 & 23, Elgin Road, Kowloon.
Hongkong, 8th September, 1899. [1144a]

Insurances.

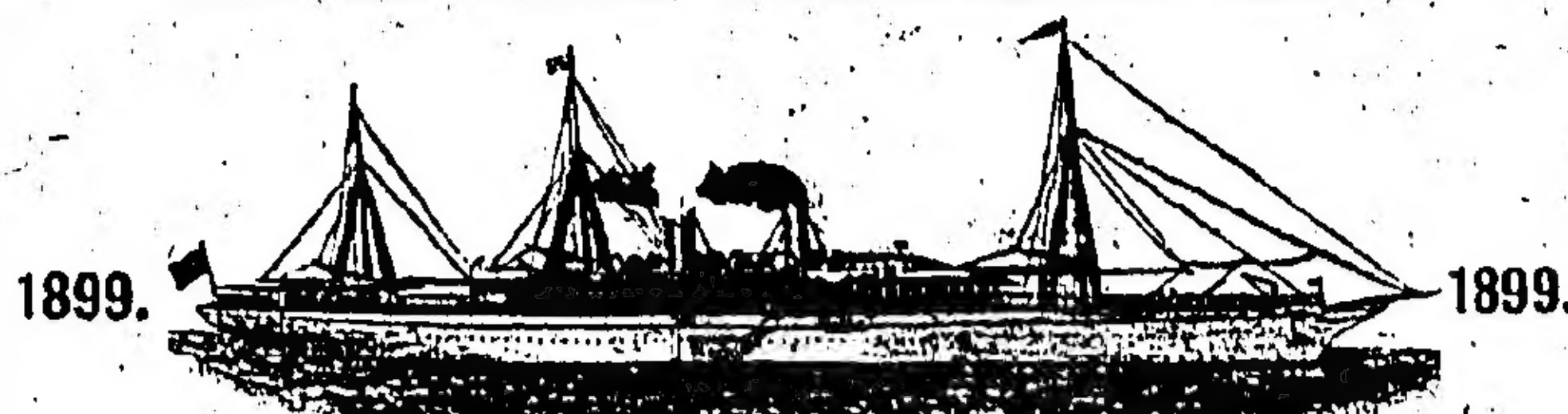
QUEEN INSURANCE COMPANY.
(Now Merged in the Royal Insurance Co.)

THE Undersigned having been appointed
Agents for the above Company are prepared
to Accept FIRE RISKS at Current
Rates.
E. D. SASSOON & CO.,
Agents.
Hongkong, 10th October, 1899. [1291a]

**NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.
SIEMSEN & Co.,
Agents.
Hongkong, 28th May, 1899. [18]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—12,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddis Street. [3]

Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hon-
olulu) Thursday, 19th Oct.,
at Noon.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hon-
olulu) Tuesday, 14th Nov.,
at Noon.

HONGKONG MARU
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) Saturday, 9th Dec.,
at Noon.

THE Steamship
"NIPPON MARU,"
will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
THURSDAY, the 19th October, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY, on payment of
£4 in addition to the regular tariff rate.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 8th September, 1899. [1310]

SAILING VESSEL.

FOR PHILADELPHIA AND NEW YORK.
THE 313 A.L.I. American Ship

"ST. MARK."
Dudley, Master, shortly expected from MANILA
will load here for the above Ports and will have
quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Hongkong, 20th September, 1899. [1298a]

CARBOLEUM AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.

Sole Agents for China,
LUTGENS, EINSTAMANN & Co.
Hongkong, 11th September, 1899. [19]

NORDDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS:—
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRIN-
CIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern.....	Wednesday 8th Nov.
König Albert.....	Wednesday 13th Dec.
Prinz Heinrich.....	Wednesday 27th Dec.
Preussen.....	Wednesday 10th Jan.
Karlsruhe.....	Wednesday 24th Jan.
Sachsen.....	Wednesday 7th Feb.
Oldenburg.....	Wednesday 21st Feb.
Bayern.....	Wednesday 7th March.
Stuttgart.....	Wednesday 21st March.
König Albert.....	Wednesday 4th April.
Wien.....	Wednesday 18th April.
Prinz Heinrich.....	Wednesday 2nd May.
Preussen.....	Wednesday 16th May.
Hamburg.....	Wednesday 30th May.

ON WEDNESDAY, the 8th day of Nov.,
1899, at 9 A.M., the Company's Steam-
ship "BAYERN," Captain E. Prehn, with
MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this Port as above; calling
at NAPLES and GENOA.

Shipping Orders will be granted till NOON
on MONDAY, the 6th November. Cargo and Specie
will be received on board until 5 P.M. on
TUESDAY, the 7th November, and Parcels will
be received at the Agency's Office until NOON
on TUESDAY, the 7th November. Contents of
Packages are required. No Parcel Receipts
should be signed for less than \$2.50 and Parcels
should not exceed Two Cubic Feet in
Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 13th October, 1899. [1293a]

To be Let.

TO LET.
OFFICE ROOMS on 1st floor of No. 4,
Queen's Road, Central, (lately the 1st
FLOOR OF CHINA).
Apply to
Comptroller Office,
E. C. HOCHAPPEL,
Hongkong, 23rd March, 1899. [1292a]

TO LET.
SEMI-DETACHED VILLA RESIDEN-
CES on Bowen Road (now in course of
erection).
PROPERTY lately occupied by the
Bourneing Saw Mills.

GROUND FLOOR, 52, PEEL STREET.
OFFICES:—1st floor, No. 10, PRAYA
CENTRAL. (Lately occupied by
Messrs. MELCHERS & Co.)
"HARFORD" MAGAZINE GAR.
No. 4, RIFON TERRACE.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 28th August, 1899. [12]

OFFICES TO LET.
NO. 2A, ICE HOUSE STREET. Immediate
Possession.
Apply to
W. DANBY,
Civil Engineer & Architect.
Hongkong, 7th October, 1899. [1281a]

NOTICE.
NIGHT SCHOOL for EUROPEANS, by an
EX-SCHOOLMASTER.
Terms moderate; for Particulars apply
to
J. S. VAN BUREN, Agent.
c/o this Office.
Hongkong, 18th August, 1899. [1048a]

Mails.

NORDDDEUTSCHER
LLOYD.

(Freight Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA
LINIE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*HEIDELBERG.....	HAVRE and HAMBURG.	About 5th November. Freight and Passage.
Schöder.....	(LONDON with transshipment in HAMBURG)	About 15th November. Freight.
ANDALUSIA.....	HAVRE and HAMBURG.	About 15th November. Freight.
Sibiria.....	(LONDON with transshipment in HAMBURG)	About 20th November. Freight and Passage.
Hildebrandt.....	HAVRE and HAMBURG.	About 20th November. Freight.
BAMBERG.....	(LONDON with transshipment in HAMBURG)	About 30th November. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

981]

CARLOWITZ & Co.,

Agents.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, THE
UNITED STATES, MEXICO, CENTRAL, and
SOUTH AMERICA, &c.

Thyris.....	3,406	about	Oct. 20
Carmarthenshire.....	2,929	about	Nov. 15
Carlisle City.....	3,002	about	Dec. 15

THE Steamship

"THYRIS,"
will be despatched for SAN DIEGO VIA
AMOY, SHANGHAI, NAGASAKI, KOBE,
YOKOHAMA and HONOLULU, on or about
FRIDAY, the 20th October.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 7th October, 1899. [1240]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Onsang (via Naga- saki, Kobe & Yoko- hama).....	Wednesday, 25th Oct., at Noon.
*Algon (via Moji, Kobe, Yokohama & Hon- olulu).....	Tuesday, 21st Nov., at Noon.
China (via Shanghai, Nagasaki, Kobe, In- land Sea, Yokohama and Honolulu).....	Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ONSANG,"

will be despatched for SAN FRANCISCO,
via NAGASAKI, KOBE and YOKOHAMA,
on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY, on payment of
£4 in addition to the regular tariff rate.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; full Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 5th October, 1899.

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

City of Dublin..... 3,328 J. R. R. Oct. 17.
Braconshire..... 3,567 G. E. Elliott Oct. 28.
Queen Adelaide..... 2,832 F. McNair Nov. 18.
Saint Irene..... 3,877 W. Attree Dec. 9.

Also
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGA-
TION COMPANY.

Aberglade..... 3,777 J. Murray Nov. 11.
Monmouthshire..... 3,874 W. A. Evans Dec. 23.
Aberglade..... 3,777 J. Murray Jan. 27.

PHILIPPINE NEWS.

(From Manila Papers).

ADVANCE ON SAN FRANCISCO DE MALABON.

Heavy fighting was again going on in the vicinity of Imus and an advance was made on San Francisco de Malabon yesterday. Once before, this town was taken by the Americans, but the garrison was withdrawn, as it was not deemed worth holding. Now, however, it has become such a stronghold for the insurgents on the South line, who have been creating so much trouble there for the last week, that San Francisco de Malabon, must again fall and the rebels be driven forth.

Early Sunday morning reinforcements were started for Imus. The 13th Infantry marched over from Pasay and the remainder of the 3rd Cavalry left for Bataan. The advance was commenced at daybreak with the artillery in the lead to clear the advance for the infantry. Heavy fighting was going on all the forenoon, and the battle ship Oregon opened up near noon on Novelda, and bombarded the town with her secondary batteries. The *Pirel*, *Whellings*, and *Callao* also went close in and did active work at close range. Shell after shell was poured in and the town was soon in flames, many were landed, and the insurgents fled in the direction of San Francisco de Malabon. This was the objective point for the land forces, as Cavite Viejo had been deserted by the rebels, and all are now assembled at San Francisco de Malabon to make a stand against our advance. The latest accounts give our loss as one killed and 7 wounded, and it is said that the slaughter of the enemy at Novelda by the Oregon's shells is fearful.

The heavy rains in that vicinity for the last two days made marching and transportation exceedingly difficult, exhausting to the men, and detrimental to the precision of manoeuvres.

ATTACK ON ANGELES BRIDGE.

Saturday night at 11 p.m. the insurgents commenced a hot peppering of our outposts at Angeles, but no response whatever was made, and the fire of the thickly scattered sharpshooters remained unnoticed.

This firing kept up until early morning when it abated and with daylight ceased. Nothing was heard from the rebels until the insurgent who no doubt were lying and watching the movements of our men closely, until to a.m. when some shots were fired by the enemy from the woods near by on a work-party under Engineer Meade, which was at work repairing the bridge just the other side of Angeles. At first no notice was taken, but soon a regular fusillade commenced and the workmen were compelled to beat a hasty retreat to a place of greater safety. Some infantry consisting of part of the 25th regiment then went out and opened up a fire from the Angeles side of the river, which was answered with vigour and some brisk shooting was engaged in on both sides. Two colored soldiers of the 25th Infantry were wounded and a number of the enemy wounded, but their loss was not learned. Our men finally succeeded in effectually silencing their fire, and later in the day work on the bridge was resumed.

There are now close on 4,000 American troops at Angeles, consisting of the 12th, 22nd, 9th and part of the 25th and Gen. MacArthur's civilian scouts, and if the rebels are looking for trouble in that quarter they stand a pretty good chance of getting fully satisfied.

There was also trouble at Maycauayan yesterday. Firing was kept up on the outposts all night, and early in the morning Major Ward of the First Battalion left that place in command of companies G and J with one and a half day's rations.

ATTACK ON CALOOCAN.

MANILA, October 10th. Soon after noon yesterday, at Block house No. 5, near La Loma, where one battalion of the 35th Infantry is stationed, with a detachment of the 4th Artillery under Capt. Bowley, the outposts observed the insurgents coming from the brush, and some were seen appearing in the direction of our trenches. Observations were taken and it was proved that they were advancing, and so the guns were placed in the trenches where the men could run to them at a moment's notice, and all held in readiness for an attack. Soon the rebels left the woods and deployed into the open in one long skirmish line, from which the numbers could be judged as several hundred, and commenced an unmistakable advance on the American trenches. The troops were promptly ordered behind the breastworks while the artillery manned the guns.

The first shot was fired 12.45 p.m. and was the signal for both sides to turn loose. After a few volleys exchanged on both sides the Filipino bugles blew "to the charge" and the reckless natives started to run full tilt into the jaws of death. This was the time for the two guns of the 4th Artillery to open up and about 20 shells were dropped into the woods beyond at a range of 500 yards. It seemed to have the desired effect for the advancing enemy wavered and then halted, and were seen to leave the woods and gather up the dead. While the 4th Artillery was shelling the aim was exceedingly accurate and every shell could plainly be seen to burst in the midst of the insurgent ranks.

After this vigorous repulse the enemy commenced moving northward and received a hot peppering from our men all along the line as they moved, until they came up with other forces and commenced for an attack on Calocan. The woods around Calocan were thick with rebels, and the town then, and the rebels were able to come within six or seven hundred yards. Here are stationed one battalion of the 19th Infantry and the band and one company of the 16th, besides a few other troops.

After a pause the enemy commenced to pour a hot fire into the town, and bullets were soon whizzing through Calocan in all directions. The Americans occupied their old trenches which were used before the advance was made from Calocan and soon were answering with an equally hot fire. In about an hour the enemy had been effectually silenced while the fight from La Loma barely occupied an hour and a half. Our casualties at Calocan were none besides the wounded artilleryman at La Loma. The insurgents' loss is thought to be great as the 4th Artillery detachment wrought great havoc with their shells, and the enemy were observed to be busily engaged in gathering their dead.

Later, in the afternoon a dispatch was received by the commanding officer at Calocan from Manila stating that the insurgents were thick around the river in the vicinity of Maricao bridge, and at night all the outposts were doubled, though another attack in this quarter is hardly expected immediately.

During the day all of the available troops in town at the various stations were under orders to be ready to go out at a moment's notice, in case the first assumed greater magnitude.

News of this attack had reached the north during the day, and the train guard were on

the quiver for a hold-up and kept their revolvers loosened in their holsters, and their rifles gripped as they ran through this region. At Maricao Insurgents were seen in some numbers in the woods beyond, but no attack was made as the presence and vigilance of the bridge patrol probably stayed them off.

THE LAUNCH OF THE "SUIAN."

This afternoon at half-past four, says the *Mercury* of 10th inst., the launch of the river steamer *Sui-an* successfully took place at the Cosmopolitan Dock. The christening was gracefully performed by Miss Florie Peables. After the ceremony the company adjourned to the shed of the Dock when Mr. Peables in a neat little speech wished the success of the new steamer and hoped that she and her sister ship would soon be found too small for the trade. He coupled in his toast the name of Mr. Lehman who repaid thanking the Directors of Messrs. S. C. Farnham & Co., and all those present to drink to the health of Mr. Peables and his family. The company then returned to town.

NEWCHWANG.

October 2nd.

THE PLAGUE OFFICIAL SUPINNESS. In my last report as to the extent of the plague, dated the 21st of September, I stated that the initial steps in the formation of a Sanitary Board had been taken and the matter referred to Peking, a reply being hourly expected by the Consular Body, on which grounds I was rash enough to base the conclusion that things looked hopeful. The statement, however, calls for an unqualified withdrawal. Ten days have now elapsed without any reply from Peking, and the Taotai has twice been interviewed by the Consular Body, with the result that matters are not merely at a standstill, but, owing to the increase in plague cases, in a far worse state than when I last wrote. On Monday, the 24th ultimo, another general meeting of foreign residents was held, at which, amongst other resolutions, it was decided that the following telegram should be sent through the Senior Consul to the Doyen of the Diplomatic Corps, Peking:

"Meeting of foreign residents of all nationalities and for help against plague. Urgent appeal on Tungli Yamen supply funds. Local authorities fatally procrastinating." To this appeal no reply has been forthcoming. The same afternoon the Consul interviewed the Taotai, who at a former meeting had been informed that the necessary funds for instituting thorough sanitary reform had been computed at Tls. 25,000 down and Tls. 8,000 per month until the plague was stamped out, and on again pressing a request for such sum were informed that His Honour would be pleased to contribute Tls. 1,000. At their interview he desired to know when the Consul desired to know what the Taotai's instructions with regard to the supplying of funds were, that guileless official replied that he had received orders: 1.—Not to pay anything; 2.—Not to exceed Tls. 10,000. The pertinent question as to when he could effect payment of Tls. 10,000 was then put, his reply being, "I have not the money." When one considers that Tls. 60,000 are annually collected for the sole purpose of keeping the roads in order, and that not a cash of that money is spent save in entertaining, etc., it seems strange that the solution of such a reply should be tolerated for a single instant.

THE UTTER UNFITNESS of this official can best be shown by instancing his latest display of incapacity. On the 29th ultimo proclamation was made to the following effect:—"That to put an end to the plague every Chinese must consider the year at an end; the new year, commencing on the 1st of October, to be celebrated by a three days' feast and rejoicing at the cessation of the scourge." A dispatch will probably now go forward to the Tungli Yamen that the town has been thoroughly cleansed. It may be a matter of surprise to residents of Shanghai that

THE CONSULAR BODY persists in treating such an individual with the courtesy and ceremony due to one of superior rank to themselves; but it must be borne in mind that Consuls in outposts are not accustomed to having their actions criticised, and, while submitting the matter to restricted popular opinion, seem imbued with an exaggerated idea of the importance of officialdom. My object, however, is not to criticise the action of the Consular Body. Though late in realising the gravity of the situation, there is no doubt that they have since done their best according to their corporate limitations. The delay with its attendant increase of sickness and difficulty in combating the spread of the plague when some definite steps are eventually taken is now due to MINISTERIAL INACTION.

The matter has assumed a magnitude which precludes all hope of success attending any efforts made by the Consular Body without the support of the Peking authorities, and I consider we have a right to know why that support appeared for by both the Consular Body and the whole community is not forthcoming. Were the affair one of more local importance this apathy would, though inexcusable, be comprehensible; but the welfare of trade and the safety of the ports of Chefoo and Tientsin, as well as of the whole Manchuria province, are at stake. Already the import of skins and furs from this port into Shanghai is prohibited. Tientsin, a port receiving the bulk of the skins and furs of the province, must in the logical course of events also come under the ban when once the plague has extended beyond the precincts of this port, and that it has so extended is beyond question, natives reporting that cases of plague have been discovered in Haicheng, 35 miles from the port, while it is known that there have been several cases in Kalchow.

THE DISEASE SPREADING. On the 28th ultimo over 40 deaths occurred within quite a small area of the native city, and the price of coffins has risen from Tls. 10 to Tls. 50 showing that the disease is spreading rapidly. Two cases of plague have already occurred in foreign compounds situated at the extreme west and east of the Foreign Settlement. I am informed that four Russians have been seized with the plague at the Russian Settlement, and in spite of all this evidence of rapid increase we are to possess our souls in patience, for "instructions are hourly expected" and have been for the last ten days. It needs no prophetic inspiration to foretell what will happen if the Peking authorities maintain their passivity.

THE RUSSIANS are not blind to the dangers threatening the property of their operations in Manchuria. They will be justified in raising the voice of protest when, in the face of such a crisis impendence to grapple with the difficulty, they take the management into their own hands, place the town and Settlement under martial law, and carry out the necessary sanitary reform "By order of the Czar." Are they, fully alive as they are to the danger of the infection spreading beyond their frontier, likely to tacitly acquiesce in submission to the fatalistic ignorance of Celestial officialdom? I, for one, think not.—*N. C. D. News Cor.*

JELERU MINING AND TRADING COMPANY.

The twentieth ordinary general meeting of the Jeleru Mining and Trading Co. was held at Singapore on the 7th in the Exchange Rooms.

Mr. A. Reid took the chair, and there were also present—Messrs. Ewald, Hilton, Vogler, W. Windrath, Yeo Swee Hec, McLean, Keng.

The minutes of the previous meeting were read and confirmed.

After the minutes had been read, Mr. Amot Reid said: Gentlemen—It is my duty to place before you the report and accounts of the Company for the recent half-year. Since the report and accounts have already been in your hands, and have been also published in the newspapers, I will, with your permission, taken them as read. You will see that upon alluvial ore mined the half-year we made a profit of \$16,000, which has gone to reduce the debit balance carried forward from operations in Burmah. While the alluvial is likely to continue a small and moderately profitable business, it is, as we have often told you, to lodge mining that we look for the future of the Company. At the Rin Lode, we have a mine and we have machinery that have cost us \$117,000, although they only stand in the Company's books as \$98,000. We have 4,500 tons of lode stuff at Rin, and we have 65,000 tons in sight, and we hope to begin crushing within about three weeks from now. If you ask me what profit we are going to make out of this lode mine, I am unable to give you a definite answer. But it may interest you to know that I have in my possession an envelop subscribed "June, 1893," in which I made certain calculations about the Jeleru Rin Lode. I made those calculations then because, shortly after that, I was going to set out for a journey through Siberia; and I desired to decide what investment I might safely leave behind me. Well, examining those calculations I found that, as regards the cost of getting the ore and the quality of ore, the present state of the mine is pretty much the same as it was estimated to be in June of 1893. Labour is more costly; but the important difference is that, whereas my calculations in 1893 were based upon selling refined tin at £70 a ton, the same tin can now be sold for twice that money. I may therefore, be fairly considered that we have now to expect a large profit; but, of course, it cannot be a very large profit while we work with only, for these last years, point of view, we have known that we would want a great many more than ten heads, and everything has been arranged so that additional stamps can be put up without unreasonable cost or delay. At the present moment, we have no money to put down additional heads of stamps, even if we wanted to do so. But we don't want to do so until we see how the first ten heads work. If the crushing is satisfactory, we will order further heads and will probably get enough tin to pay for them. If that, however, should be impracticable, it will be no difficulty about the requisite finance. But, personally, I would, if possible, prefer that the additional stamps needed should be paid for out of the stamps that are at work. 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